

Far East Lines Sign Important Rate Agreement

\$25,000 Cash Forfeits Put Up to Guarantee Conference Schedules; Plan Follows Long Negotiations

11 Concerns in Contract

New System May Be Applied on Other Trade Services With Ship Board Support

Eleven steamship lines constituting the Far East Conference agreed finally, late last night, to the posting of cash forfeits of \$25,000 each, to guarantee the maintenance of rate schedules. This decision was reached after three days of strenuous discussion, during which the plan was threatened several times with collapse. Another meeting will be held this morning at which signatures will be affixed to the contract and arrangements made for the deposit of the forfeits.

Shipping Board officials were instrumental in the success of the plan, pressing it along when dissension seemed to indicate a breakdown. Adoption of the heavy cash forfeit plan establishes a precedent which is expected to have a wide effect. Several other conferences, notably the Pacific Coast Westbound, the East Coast of South America and the Conference, have adopted the outcome of the Far East discussion before giving serious attention to similar schemes on their own trades.

An official statement from the conference last night gave the names of the following steamship lines as parties to the contract: Barber Line, Osaka Shosen Kaisha, Nippon Yusen Kaisha, Tsingtao Kaisha, Suzuki, Tampa, American, N. S., C. & D. Mallory & Co.; M. & J. F. Cunard, E. & G. Punch, Edw. & Co., Houlder, Weir & Roff, Furness, Withy & Co., and the Dardanel Line. No specific mention was made of the Kerr Line, but it was announced that all companies in the trade had agreed to the plan.

Details of the contract were not available last night. The greatest difficulty which had to be overcome was to make the agreement effective in that event a company was found guilty of violating the conference schedules. Attorneys for the lines were called in to draft a document which would be binding.

The new arrangement practically has the approval of the Shipping Board in advance. Under the shipping act of 1916 conference agreements of this nature are legal when approved by the Board.

German Ports Advance Dues for All Vessels

German port authorities have raised shipping dues to keep pace with the declining value of the mark. At Hamburg the pier dues have been advanced 350 per cent recently. The additional charge for storage remains at 100 per cent, and for the use of assembling and distributing sheds 200 per cent.

Figures for a recent month showed that German ports, including Hamburg, ports of 8.5 per cent in the number of vessels and of 13.9 per cent in tonnage. The total German ships entered and cleared were 1,562 and 2,556 respectively. At Hamburg the British share of the traffic was 31.8 per cent, American 12.5 per cent and Dutch 11.4 per cent.

Receiver Seeks to Recover Alleged Secret Profits

Suit was brought in the Federal District Court yesterday by Louis D. Wehle, as counsel for Wilbur J. Ball, receiver of the Haytian-American Corporation, to collect alleged secret profits amounting to \$1,100,000. The defendants in the action are Breed, Elliott & Harrison and P. W. Chapman & Co., the latter being listed as dealers in bonds at 111 Broadway.

Through the action of Receiver Ball seeking recovery from the persons whom he describes as promoters amounts which he alleges they made and concealed by misleading the other organizers of the corporation as to the cost to themselves of properties which they turned over to the company.

Atlantic Refining Net Gains

For the six months ended June 30 the Atlantic Refining Company and subsidiaries reported a net profit after interest, depletion and inventories adjustments of \$2,850,474. This compares with a net loss of \$8,114,201 in the corresponding period of the preceding year.

New York Metal Market

The local Street market for metals was steady and unchanged. Tin was quoted at \$32.50 per spot and future delivery, zinc at 6.25c, lead at 5.90c & 6c and electrolytic copper at 14c.

Army Orders

From The Tribune's Washington Bureau
WASHINGTON, Sept. 1.—Army orders issued to day follow:

Engineers

Trotter, Lt. W. P., to Honolulu. Pegram, Capt. E. S. Jr., to Kansas City. Caffey, Capt. E. M., to Panama. Gandy, Capt. E. C., to San Francisco. Ellerman, Lt. J. H., to Chicago. Hough, Capt. C. C., to Fort Tilden.

Infantry

Buerke, Maj. W. to Topka. Sheppard, Capt. M. F., to Fort Sheridan.

Medical Corps

Lathrop, Maj. E. S., to Carlisle Barracks. Early, Maj. H. H., to Washington. Hall, Maj. W. to Fort Myer Field.

Air Service

Heron, Lt. C. E., to Edgewood.

Woodard, Lt. J. M., to Edgewood.

Mathis, Capt. P. J., to Fort McPherson.

Signal Corps

Guthrie, Capt. W., to Governor's Island.

Bullers, Capt. A. S., to New York.

Quartermaster Corps

West, Capt. G. W., to Camp Holabird.

Heiland, Capt. T. L., to Fort Benning.

Miscellaneous

Moore, Col. G. D., Insp. Gen., to Boston.

Mayne, Maj. N. F., Ord. Dept., to Dover.

Navy Orders

From The Tribune's Washington Bureau

WASHINGTON, Sept. 1.—Navy orders issued to day follow:

Seafarers

Trotter, Lt. J. K., to U. S. S. Chaumont.

Gunn, Lt. L. W., to U. S. S. Woodburn.

Bolte, Lt. (J. G.) R. L., to U. S. S. Chester.

Kurtz, Lt. (G. M.) L., to U. S. S. Robert Smith.

Sodier, Lt. (J. E. S. B.), to U. S. S. Fuller.

Adams, Ens. F. McK., to U. S. S. Nevada.

Reynolds, Ens. C. H., to Pacific Fleet.

Baugherty, Lt. J. W. M. C., resigned.

McAfee, A. M. C., to U. S. S. New.

Owen, Lt. J. P. C., to U. S. S. New.

West, Lt. H. B. M. C., to Mars Island.

Snyder, Lt. F. D. C., to U. S. S. Ortowan.

Minowitz, Lt. (G. S. W. L. D. C.), to U. S. S. New.

Thurby, Lt. H. H. S. C., resigned.

Blair, Lt. (F. A. P.), to U. S. S. Chicago.

Allen, Capt. R. J. to U. S. S. Orthoan.

Goldsborough, Capt. M. R. to Mars Island.

Garrison, Lt. (G. S. C. M. S. C.), to Chang.

Anderson, Ch. Boats A. N., to U. S. S. Sacramento.

McLaren, Ch. Boats W. R., to U. S. S. Minnow.

Brenner, Gun. J. to U. S. S. Black Hawk.

Collette, Gun. G. A. to U. S. S. New.

Transport Line, Captain, London and Antwerp.

Braine, Southampton, Co.

Braine, Southampton, Co.